IN THE SPECIFICATION:

Please amend the specification by inserting on page 1, before paragraph [0001] the following:

--CROSS REFERENCE TO RELATED APPLICATIONS--

Pleases replace the paragraphs in the specification as follows:

[0001] This application relies on the following three provisional applications for priority: (1) U.S. Provisional Patent Application Serial No. 60/229,338, entitled "FLEX Engine 610," which was filed on September 1, 2000; (2) U.S. Provisional Patent Application Serial No. 60/263,501, entitled "FLEX Engine 610," which was filed on January 24, 2001; and (3) U.S. Provisional Patent Application Serial No. 60/316,030, entitled "Continuously Variable Transmission for an Internal Combustion Engine," which was filed on August 31, 2001. All three applications are incorporated herein by reference.

[00132] As a redundant feature added to the starting system of the engine 10, a cable pull starter 66 also may be provided, as illustrated in Figure 1. Preferably, the cable ~~pul~~ pull starter 66 is mounted outwardly of the generator 40. The central shaft 238 of the pull starter 66 operatively connects to the crankshaft 12 to impart rotational motion from the pull starter 66 to the crankshaft 12.

[00157] The drive pulley outer half 326 is provided with a number of centrifugal weights 344 that are mounted to pivot axes 346 disposed about the periphery of the rear surface of the drive pulley outer plate member ~~346~~ 348. The outward surfaces 350 of the centrifugal weights rest against rollers 352 on the drive pulley roller member 354.

[00158] The drive pulley spring 342 exerts sufficient force on the drive pulley outer half 326 to force the outer half 326 away from the inner half 234. In particular, the drive pulley spring ~~346~~ 342 exerts its force on the outer plate member 348. The centrifugal weights 344 on the

outer plate member 348, in turn, contact the roller member 354. Due to the force exerted by the drive spring ~~346~~ 342, the centrifugal weights 344 are in constant engagement with the rollers 352. The force of the drive spring ~~346~~ 342 biases the outer half 326 of the drive pulley 322 away from the inner half 234, as shown in cross-section in Figure 20.

[00160] As the centrifugal weights 344 swing outwardly, their outer surfaces 350 press against the rollers 352. This causes the drive pulley outer plate member ~~346~~ 348 and the roller member 354 to separate from one another, collapsing the drive spring 342. As a result, the belt engagement surface 334, 336 move toward one another. Since the belt 332 is angled to ride on the belt engagement surfaces 334, 336, and since it is effectively incompressible (albeit elastic), the belt 332 travels outwardly from the inner position shown in Figure 20 to the outer position illustrated in Figure 22.

[00164] Prior art CVTs with a RTT are known. These prior art CTVs, however, rely on conventional CVT design parameters. One example of such a CVT is made by Polaris®, a snowmobile manufacturer located the United States. Polaris's snowmobile incorporates a CVT based on a poly-V-section belt/drive pulley combined with a conventional freewheel and clutch unit. The poly-V-section belt and pulley engage one another when the belt is in the low speed position on the drive pulley (analogous to the position illustrated in Figure 20). This design, however, has at least one significant drawback. The elastic belt ~~become~~ becomes significantly worn when it engages the pulley section and thus tends to fray, thereby greatly reducing its useful life.

[00166] The slide sleeve 364 has two modes of operation. The first is the non-engaged mode where the slide sleeve 364 permits the inner and outer halves 234, 326 of the drive ~~gear~~ pulley 322 to rotate without imparting any torque to the belt 332. This operational position is illustrated in Figure 21. The second operational mode permits the CVT 26 to act as a RTT to impart torque from the wheels 18, 20 of the ATV 16 to the engine 10.